The Washington Times

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ing and Sunday Thirty-five Cents Thirty Cents. FIFTY CENTS

WASHINGTON, D. C., OCTOBER 26, 1895.



Subscribers to "The Times" will confer a favor by promptly reporting any discourtesy of collectors or neglect of duty on the part of carriers Complaints either by mail or in person will receive prompt attention. The Morning Edition should be delivered to all parts of the city by 6:30 o'clock a. m., including Sanday. The Evening Edition should be in the hands of subscribers not later than 5:30 p. m.

Rejected manuscripts are usually returned when accompanied by stamps, but any obligation to do so is expressly disavowed.

THE TIMES CIRCULATION.

The attention of advertisers and the public generally is called to the solid front of

period, or 51,203 less than is shown in the swern statement of The Times.

No better evidence can be offered of the popularity of The Times, which, in a comparatively short time, has attained more than that which it has required years for its rival to accomplish.

The Times is a popular paper, sold at a popular price, published in two editions of eight pages each daily, and a Sunday edition of not less than twenty pages, all of which are delivered to subscribers in Washington for 50 CENTS A MONTH.

edition before 5 o'clock in the afternoon. This method gives readers all the news before it is twelve hours old and is a great improvement over the ordinary daily. THE CIRCULATION OF THE TIMES

IS GREATER THAN THAT OF ANY DAILY PAPER PUBLISHED IN THE DISTRICT OF COLUMBIA.

Monday, Oct. 14. 33,527
Tuesday, Oct. 15. 33,894
Westnesday, Oct. 16. 33,735
Thursday, Oct. 17. 33,581
Friday, Oct. 18. 33,828
Saturday, Oct. 19. 35,135
Sunday, Oct. 20. 23,766

to bona fide purchasers or subscribers; also, that none of them were returned or remain in the office undelivered. J. MILTON YOUNG, Cashier.

Subscribed and sworn to before me this 22G day of October, A. A. 1895. ERNEST G. THOMPSON, Notary Public.

SOUTHERN COTTON FACTORIES. pears to have convinced its members that the taking that industry to itself, just as it has wrestled theiron industry from Pennsylvania. There was the defiance of assured success in the remark of President Collier.

are recognized by investors north of Mason prises of the South owe their existence to ity offered by the New South.

Great is the future of the South, and preg-

and the British press is seriously debating land were not pursuing such a course, for

ramified to furnish a pretext for his avarice. In the event Cuba should succeed in unnatural that she should seek to gain the friendship and support of some powerful nation to secure her against the machinations of either her old tyrant or other untriendly or envious influences. In that event England would not be unwilling to be the kind friend and lend Cuba her protection -for a consideration, of course. A coaling station or two, or other privileges, reduction of duties for British Imports, or something equally acceptable dropped into the ever slobbering maw of the lion would probably be the price. A portion of the British press is contemplating this

leave out of consideration the probability that the first and natural alliance that the young republic of Cuba would seek would be its next door neighbor, the United States, whose people are in cordial sympathy with her, not for a consideration, but because it is in accord with any movement for the establishment of government for the people, by the people and of the people. Annexation plays no part in this

interest, for as an integral portion of the United States Caba might be a source of trouble or annoyance, while as an independent republic she would be a most welcome neighbor. It may be taken for granted that Cuba

GRADE CROSSINGS DENOUNCED.

last night to the grade crossing, and in no

uncertain way. At the meeting called for

the special purpose of discussing railroads

in the District, although several other

matters of great importance were also

taken in hand, the different speakers

handled the railway corporations without

gloves, and were particularly severe on the

Baltimore and Ohio Company for its in-

tolerably litheral policy toward the peo-

Resolutions adopted instruct the proper

committee to prepare for the action of the

Board of Trade the draft of a bill, the

object of which is to abolish steam railway

tracks at grade with the streets of the

city, and the measure will be urged with

all possible emphasis upon the next Con-

gress. No doubt there is a considerable

number of persons in the District who have but a faint idea of these danger

points, specifically designated as grade

crossings. Such will obtain a proper

conception of these death-traps by a study

of the photographic impressions contained

The people of the District are patient

and long suffering. In some cities such

death-traps would long since have been

demolished, but our people have hoped, and

continue to hope, that some Congress will

be just and fair enough, and sufficiently

free from paid lawyers of these big cor-

porations, to do what is right. The action

of the Board of Trade will give the Fifty-

fourth Congress the opportunity to put

TAKING AWAY OUR COMMERCE.

It behooves the managers of steamship

lines between the United States and Chi-

nese and Japanese ports, as well as the

great transcontinental railway lines, to

"stir their stumps" if they do not want

to lose the bulk of their trade from Eastern

Asia. The establishment of a line of

British steamships plying between that

part of the world and New York, which

will take freight at about one-fourth of

the present rate, threatens serious danger

to important transportation investments.

Whenever England sees a chance to grasp

a part of the world's commerce she shuns

no expense. It has been her traditional

policy to subsidize steamship lines in order

to enable them to enter into sharp compe-

tition with existing ventures, and the

ecean freight wars with such steamers

have inaugurated and often carried to a

successful issue, were made profitable to

hom, in the first instance, by the fostering

care of the British government. In the

present case, however, it is not only

the Pacific steamship companies and the

Pacific railways that will be made to suffer, but the blow will fall with great

severity upon the sailing vessels that ply between American and Chinese and Japan

The British steamers referred to went

from Canton by way of the Suez canal and

took their cargoes at the remarkably low rate of six dollars per ton of forty cubic

feet. This is even less than sailing vessels

have been in the habit of charging, and

nothing is more probable than that im-

porters of Asiatic products will avail themseives of the low rates offered by the Eug-

lish line, if their wares can be brought to

them even more quickly than beretofore.

At the same time it is almost incredible

that Yankee ingenuity will not find a way

THANKS ALL AROUND.

The communications published in this

ssue of The Times from the secretaries of

the National Gospel Mission Union and

the Young Women's Christian Temperance

Union, respectively, are gratifying evidence not only that The Times is extensively and

carefully read, but that its full and correct

news reports and its editorial utterances

While this is very pleasant, of course

The Times does not feel that it has done

anything more than its duty as an enter-

prising, progressive and conscientions news

paper, which consists first, in giving all

the news correctly and in convenient and at-

tractive form, and, second, to make such

comment upon it as the importance and

merits of the respective subjects call for.

To do less than this would constitute

an offense the proper punishment for which

would be the withdrawal of public con-

Depew prates about the American Sun

day and works every man on his road

just the same and just as hard on that day

So far as the rounds have been reported

Cornett is one yellow dog, one cur, and

Bob Lincoln is absolutely running away

from a nomination for the Presidency

He need not run himself out of breath,

however, for there is no danger of his being

New Jersey bikes have pistols in their

THEY INDORSED GORMAN.

Virginia Democrats Pass a Resolu

tion of Support.

An important meeting of the Virginia

Democratic Association was held last even ing at their headquarters, No. 1425 New

It was unanimously decided that the

the State in the ranks of Demo

They are used on the

several liars ahead of Fitz.

meet with the appreciation of those most

nearly concerned.

as on any other.

caught by it.

hip pockets.

to beat the British at their own game.

itself on record in the proper way.

ple of Washington.

The Board of Trade paid its respects

will not enjoy the costly luxury of a Brit-

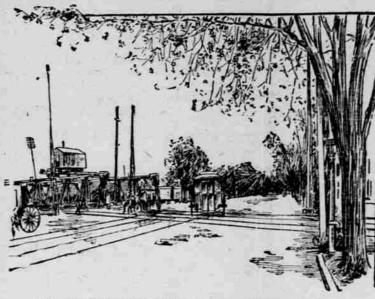
been present at a called meeting. Mr. Ralston's report covered the ground completely. He compared the cost to the citizens of gas and other lights in cities under private and municipal ownership, in favor of the latter. He reviewed the grounds on which the Washington Gas-

street and Missouri avenue, they had iranchises merely by the sufferance of Congress. So we are not compelled to invoke the dragtic remely of quo warranto proceedings, for Congress has reserved the right to repeal the grants. It it becomes necessary the general government and the people mint; see to it that the companies equitable losses might be equitably settled by Congress and the people.

REMEDIAL SUGGESTION.

onierence wan the railrosos, a schema at factory to them and the people. Mr. Frizzell said that it was uncless to Mr. Frizzell said that it was nucless to repeat ancient history, for the time had come for action. Torce years ago the practices of the Bahamore and Chio had been such that the lives and limbs of citizens were disregarded. The people formed an association, but not to antagonize the legal powers of the railroad. The press took it up and the police department cooperated.

Mr. Frizzell then named some of the crossings on the Bahamore and Chio at which the engines and cars obstruct the passage of traffic, at E street, Delaware avenue and G street, at F and G, intersection of H and I, Sixth, Delaware avenue and H and I, Seventh street, New York



especially as to the cost of coal and their advantage in using water gas in pari.

He referred to the enormous capitalization of the company, the watering of the stock, and the payment of hundreds of thousands of dellars on fletitious stock values; and finally showed that the immense property was assessed at only 32 per cent. of its real value. He then took up the Georgetown company and the electric light company, and showed that of the former the assessed value was a little more than 50 per cent. and of the latter about 5 per cent. As an argument that the companies had no reason to maintain their high prices, it was complete, and its conclusion was had no reason to maintain their high prices, look at the situation, and it was their it was complete, and its conclusion was opinion that it would not be tolerated in received with great appliause.

Mr. Raiston said that he assumed the Mr. Enision said that he assumed the whole responsibility of the report and suggested, which was agreed to, that it being a matter of grave importance, the discussion go over to a subsequent meeting.

DISTRICT CIVIL SERVICE.

At K, H, and Ninth streets there was no coarse to cross the tracks.

He referred to the great speed of trains, the occupation of public reservations, notwithstanding the objection of Col John M. Wilson.

M. Wilson.

The speaker gave a history of the diffi-culties the Northeast Association had in getting at the Coggressional committees. The Baltimore and Ohio had set up the claim that they had vested rights which even Congress could not interfere with. One committee of the House went out to look at the situation and the set that

SOME OF THE EXCUSES.

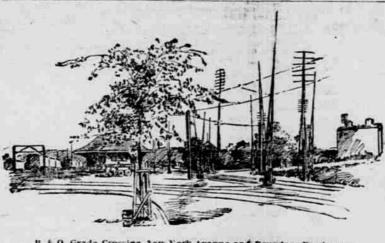
The company asked for time to float about \$15,000,000 in bonds and then they would accepte. But they have never redeemed their promises. It is understood, however, that the company is now moving in that direction and is about to agree to the present Senate biff, 5658.

A letter was received and read from W.

A. Wimsatt, chairman of the committee on transportation, in which he denonneed the grade crossings as inggernants, and said SOME OF THE EXCUSES.

Mr. John Joy Edson presented a report reciting the efforts of the board to have civil service rules adopted and promulgated for the District of Columbia.

The committee suggested that a suitable bill be prepared and properly presented to Congress for passage. The advantages to be secured are stated to be the relief of the Commissioners from unnecessary embarrassment in appointments, and the securing of



B. & O. Grade Crossing New York Avenue and Boundary Northeast.

terminal facilities was brought up on the report of Mr. Frank Hume. He said that the bject was not a new one and needed no troduction to the board.

pending action to be taken by the board.

Mr. Lambert followed. He said that the subject was one the importance of which could not be exaggerated. While it did not come within the power of the board to deal directly with the railroads, it could inform Congress that it could not forget what it owed to the people in this relation. No city in the land is like ours and there can be no comparison with others. there can be no comparison with others.

We should present perfection in our municipal system. The proposition should be pressed that a grade crossing, the blot on our civilization, should be no longer permitted to exist in Washington. The discredit for past failures to abolish them should not be attributed to the board of

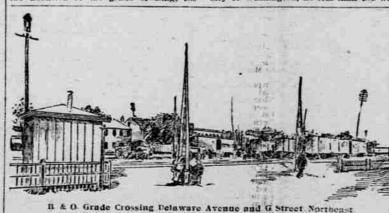
Mr. Tucker, president of the Northeast Washington Citizens' Association, devoted his time largely to a description of the proposed depot and viaduct for the Bal-timore and Ohio, which, if realized, would settle the present difficulties. settle the present difficulties The last address was made by Mr. Loring

The last address was made by Mr. Loring Chappelle.

The following resolution, prepared by Dr. Ritchie, was unanimously passed:

"Whereas, The continued location of steam railroad tracks within the City of Washington at the existing grade of the several streets, wherein they are con-structed, is fraught with increasing menace to the lives, the limbs, and the property of the inhabitants, and

"Whereas, Besides the peril to life and limb, there is involved in the continuance of such location constant and serious loss to the business community from hindrance of traffic and delays in the transportation of metchandise over streets so injuriously occupied; and



DEADLY B. & O. CROSSINGS. He held a document from which he quoted o show that of the recent casualities the

York avenue northwest.

The most important matter considered was the transportation of voters from this enty to their homes in Virginia that they may vote in the coming election. The transportation committee reported that it had perfected arrangements with the railroads by which the members could make the trip for one fare. It will be necessary for the excursionist to be provided with a certificate of membership to secure five, of which twenty-six were due to the grades. A formidable list was due to the washington and Georgetown, but that die not come within the scope of the present

Failure last year to obtain redress was

twenty-seven. It is argued that hey have spent a vast deal of mobey, yet they have been remanerated by the long-permitted use of property to which they were not entitled. Congress three years ago condoned the infraction of charters and has since condoned them. On Maryland avenue between Sixth and Ninth afrects, and at B

of its constituents, the entire people of the United States—who are in the highest sense citizens of the Nation's Capital— demand the abolition of the grade crossing and its attendant casualities, hombrides, and losses. Therefore be it

"Resolved, That the committee on steam "Resolved, That the confinite on steam railroads be, and they are hereby instructed to prepare for submission to the beard, at a meeting to be called hereafter for the purpose, a plan or project looking to the speedy and effectual abolition of grades, and to the revocation of existing steam railroad tracks within the city of Washington, and to the consequent abolition of grade crossings, with the view of securing appropriate legislation on the subject at the coming session of Congress." Adopted.

Letters were read from agents of the

Letters were read from agents of the Bultimore and Potomac and Bultimore and Ohio Ralifronds, who were invited to be present, stating the reason why, they could not attend.

After passing a resolution commending the begat to be beld in aid of the Teachers



to buy our Boys'

Short Pants Suits. They ain't worth \$3.00-tho' everybody marks theirs \$3.00 and \$3.50. But ours are the strongest, sightliest, stanchest little wearers you ever saw. The pants have double seats and double knees, and every thead is wool.

Asking gets the money back here.

Overcosts and Ree; ers for the boys-more of em-better and cost less than any anywhere. We give a coupon with every purchase-

that entitles you to guess how many sho there are in the glass jar. We are going to give three bloycles for the three nearest correct guesses. A guess with every purchase. Gazlight look at the picture again to-night. You're invited.

SAKS & COMPANY, Pa. Ave. and 7th st .- "Saks' corner."

ITS WORK APPRECIATED.

Washington's Most Progressive Newspaper" Thanked by Organizations. Editor Times-My dear sir: The board of directors of the National Gospel Mission Union at a recent meeting, by unanimous vote, passed a resolution of thanks and appreciation for the generous and kindly attentions of The Times staff during the convention last week under our anspices, at Foundry M. E. Church, for the excellent and full reports of the sessions of the convention, and especially for the large favor of the extended editorial in your paper on the morning of the 17th instant, so wisely and graciously referring to our work and of the Central Union Mission. You were very kind. On behalf of the union, A. L. SWARTWOUT,

October 24, Secretary.

Editor Times: The executive board of he Young Womans Christian Temperance Union, of the District of Columbia, as a branch of the national organization, wish to express their thanks and encouragement for the editorial in The Morning Times of the 21st instant.

The "Y's," individually and collectively, feel complimented and encouraged by being so highly spoken of by Washington's most progressive newspaper, and assure you that we fully appreciate your words of commendation. It is our wish to live up to the standard

so firmly planted by the older and wiser members of the W. C. T. U., and to do all "In His Name." F. JOSEPHINE GILLENWATER,

1223 W st. nw. Asst. Sec. Dist. "Y." Do you want boarders? Put a "Want" ad in The Times and want no more.

AMUSEMENTS.

LAFAYETTE SQUARE OPERA | Fire-

STUART ROBSON Matines To-day at 2 Prices, 2c., 5c., 5c., \$1.00
GOVERNMENT ACCEPTANCE.
To-night at 8:10, Shoridan's Immertal Camedy, THE RIVALN-Mr. Hobson as Bob Acres-"Fighting Bob."
Act 1. — Mrs. Mainprop's Lodgings — The affront
Act 2.—Acre's Apartments at Appsworth—
The challenge.
Act 3.—Lincoln Inn's Fields—The duel
"He who fights and runs away,"
Will live to fight another day."
The play will be staged and costumed in the liberal manner characteristic of Mr. Robson's Old Comedy Revivals.
Next week—CRESTON CLARKE

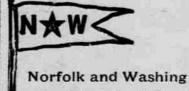
CONVENTION HALL Crowded to the Doors Every Night.

Black America.

300 COLORED MEN AND WOMEN 300

Special Matinee To-day at 2. Reserved Seats, 25 and 50c.

EXCURSIONS.



ton Steamboat Co.

Every day in the year for Fortress Mon ree, Norfolk, Pertsmouth, and all points South and Southwest by the powerful new iron palace steamers "Newport News, "Norfolk" a d "Washington," leaving daily on the following schedule Fouthbound.

Fouthbound Northbound.

Lv. Wash ton 7.00 pm Lv. Portsmo'n 5-50 pm Uv. Alox d'n 7-9 pm Lv. Norfolk 6-10 pm Uv. But d'n 7-9 pm Lv. Pt. Monroe 7-20 pm Lv. Nortok 7-20 pm Lv. where time-table, Pap, etc., can be had JNO CALLAHAN, GEN MANAGER, THONE 133

> FOURTH GRAND Oyster Roast

At Marshall Hall,

Sunday, October 27, 1895, Steamer Macalester leaves 7th street wharf at il a. m. and 250 p m. Returning leaves Marshall Hall at 1 and 6 p. m. Service for Indies and Indies accompanied by gentlemen will be in the spacious dining room, waich will be thoroughly heated.

Roung Trip Fare, 25c

M. GOLDENBERG,

928 7th St., formerly Carhart & Leidy's.

SUCH WRAP SELLING

—as has been going on here is truly wonderful, and we are determined to make this the leading wrap house of the city. If magnitude of stock counts for aught—if variety of styles and freshness of fashion are what you most wish-if low prices will win your trade, then we are certain of success. So far we have been overpoweringly successful. The city needed a good Coat and Cloak House, and we have supplied it. In Baltimore we are among the leaders-we make a specialty of wrap selling. We control the outlet of a certain well-known manufacturer for that city, and we now control it for this. The immense quantities we buy puts us in a position to buy them cheaper than anybody

Wraps are on the second floor. The newly furnished appearance of the room will surprise you if you haven't been in recently.

COATS.

At \$2.89; worth \$4. -the biggest bargain we have yet offered in a low-price Coat. Of Black Caeviot, made reefer style-with the new large sleeves and the stylish "ripple" back.

At \$4.98; worth \$7.50. -and by "worth" we mean that you cannot bay it elsewhere in town for less than that price. It's made receive style, of rough "noverly" goods. with the fiew and pretty "Columbus" lapel, large melon sleeves and "rip pile" back.

At \$8; worth \$12. Plain Kersey Cloth 2-button Reefer Costs—with the new man-dolin sleeves, ripple back and "Columbas" lapel. It is half sath lined, and every seam is braited.

At \$8.75; worth \$12.50 Fine Coats are they, too; prettily fashioned of rough novelry goods after the new reefer style. Has two large buttons, ripple back, the large neion sleeves, the new "Commbas" laper, is half sain lined and well worth \$12.50.

At \$12.50; worth \$17. Astrakhan is the popular mate rial this year. Here is an All-astrakhan, 2-batton Reefer Coat with handsome artin lining, new rounded "Columbus" lapel, mandolin steeves, which aught to bring \$17, and does at most

CAPES

At \$3.85; worth \$5.50. French Beaver Capes, full sweep, prettily braided, and high storm collar. We've seen it marked \$6 elsewhere at a bar-gain, and it's worth it. At \$4.98; worth \$7.50.

Plush capes are these, all satin-lined, full sweep, and have storm collar. At \$5.50; worth \$7. These are fibe All-Astrakhan Capes, all satin-lined, full sweep and high storm collar. Selling them as the ordinary

cont-house sells them, we would ask probably \$7.50, but this At \$8.50; worth \$12. Here's a beautiful Cape, and low-priced, too. Sifk boncle-the new material. All satin lined; medium length, but extra full sweep; storm collar, which, with front, is lined with wool At \$12; worth \$19. -a Wool Seal For Cape, with extra full sweep, and 30 inches long. It is also satin lined throughout; the collar is of Lear for and the front is edged with bear for.

At \$14; worth \$20. -a fine Sifk Seal Plush Cape-all handbraided, and extra full sweep. The length is medium; all satin lined and storm collar. \$14.

At \$14; worth \$20. Short Electric Seal Capes, all satin lined, full sweep, collar entirely of bear fur and front edged with bear fur.

At \$19.50; worth \$25. Short Electric Seal Capes—the acme of style and fine workman-ship—extremely full sweep, all satin lined, collar and entire cape edged with wool thibet.

95c beaver scarfs, 49c. -cute little Beaver Boas, with head, eyes, mouth, and tall complete. 49c.; worth 95c. Imitation Mink Scarfs at 98c.; worth \$1.50 Genume Mink Scarfs, \$2.98; worth \$4.

Men's 50c drawers, 25c. Think of Good Canton Flan-nel Drawers, with stockinetre bottoms, seiling for 25c, pair. You couldn't buy the flamel, the thread and the buttons for that price.

Men's 15c collars, 5c ea. We have just bought a "jop" in Men's Regular 15c. Linen Collars. Shall let them go at 5c. cach. "Turr-downs" and "stand-ups," whichever you

Linings Reduced. Weshallask vouless for Linings

Weshallask youless for Linings to-merrow than you can buy them anywhere else in town. 4c. yd. for Best 6c. Cambric. 6.3-4c. yd. for 12-1-2c. Imit. Haircloth. 17c. yd. for Gen. Fiberine. 7.1-2c. yd. for 10c. Linen-fin-ished Canvas.

50c drap. silks, 33c yd. -32 inch-and most any color you'd care to have. There must be a drapery want, and here's

Ladies' 25c hose, 17c pr.

M. GOLDENBERG.

928 Seventh Street.

AMUSEMENTS. ALLEN'S GRAND OPERA HOUSE.

Week of Oct. 21. Matinee Saturday, FIRST TIME IN THIS CITY,

Cast Includes: MOLLY FULLER, JOHN T. KELLY,

GUS WILLIAMS, And a Chorus of 50 Voices.

MME. MELBA, Assisted by her Great Concert Company. Seats on sale at box office.

MAT. TO-BAY | 25 HOYT'S A BLACK SHEEP Great Cast Headed by OTIS HARLAN.

NEXT WEEK: CHARLES FROHMAN'S

The Masqueraders, With the Empire Theater cast, scenery, &:
The company: Henry Miller, Wm. Faversham, J. E. Dedson, W. J. Furgeson, J. H.
Stoddart, Robert Edeson, Jameson Lee Finney,
W. H. Crampton, Joseph Humphreys, E. Y.
Backus, Viota Allen, Amy Busby, Agnes Miller,
Adrieune Diaroller, May Robsen, Elsie De
Wolfe, Olive May; Genevive Reynolds, Ma Conquest, Emma Kemp.

VIRGINIA Jockey Club, ST. ASAPH, VA.

Racing Mondays, Wednesdays and Fridays until fur-ther notice.

SIX RACES each day. First race 2:15 Special trains direct to grand stand from Special trains direct to grand stand from Sixth street station at 1 20 and 1 45 p. m.; other trains, 11 50 and 12 50. Booking on Elkton, Latonia, and St. Louis races. HENRY SCHULTZE, President, Secretary, my12-tr

OCEAN STEAMERS.

Have you rooms to rent? Put a "Want"

AMUSEMENTS.

METZEROTT MUSIC HALL-TO-NIGHT. The Only and Incomparable

BILL NYE THE WORLD RENOWNED HUMORIST, AND The Unrivaled LIGHTNING Bert Poole

Giving the First Illustrated Humorons subject: Farming Exposed.

Reserved Seats, 50c., 75c., \$1.00. Buy quick and avoid standing. A CADEMY-ON THE MISSISSIPPL Wm. Haworth's Greatest Effort MAT.

ALWAYS ON To-day 50c 25 and 50 75c MISSISSIPPI \$1.00

ODD FELLOWS HALL, 7th st. nw., near Pa

MARKOS.

Two Remarkable Scauces—afternoon at 3, evening at 8. All the Ma vels of Modern Spiritualism. Astonating Tests. Spiritualists and skettles invited. Sacred concert in connection with each scance. Good seats, 25c and 50c.

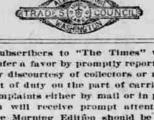
KERNAN'S LYCEUM THEATER ALL THIS WEEK THE ORIGINAL SAM T. JACK'S Creole Company,

An Exceptional Glio of Novel Features Concluding with a Grotesque Cake Walk.

Overlook Inn. Beautifully Situated on East Wash-

Conches connect at 3:00, 4:00, 5:00, 5:00, 6:00, 6:00, 7:00, 7:00, 8:00, 8:00, 8:00, 10:00, 11:00 and 12:00 p. m. with Fet cars at 5th and R Cap. ats. and with cable cars at 5th st. and Fenna are. Face round trip, 25 conta.

BLIOU THEATER, Sunday, October 27, at 8 o'clock, Grand testimonial Sacred Concert, tendered to the C. G. Conn K. of P. Drum Corps, with an elaborate array of professional local talent. See the daily papers for future announcements. Tickets now on sale at the box office and from the members. The above entertainment is for the benefit of the corps for the reuniforning of the corps. By order of the committee.



postage will not be returned.

in The Times' news columns to-day. The pictures are more eloquently illustrative More Than Fifty-one Thousand Greater of the true situation than columns of de Than Its Closest Competitor. scription or comment.

The Times circulation. TWO HUNDRED AND TWENTY-SEVEN THOUSAND FOUR HUNDRED AND SIXTY-SIX is the sum total of the copies of The Times actually sold during the past week. The nearest approach to these figures is shown in the statement of an evening contemporary, which claims 176,263 as its aggregate of circulation for the same

The morning edition reaches readers in time for early breakfast and the evening

The visit of the New England Cotton Manufacturers' Association to Atlanta apdays of cotton spinning in New England are numbered, and that the New South is rapidly

of the Exposition: "We are in this race for every prize that can be won " Of course. While New England boasts of larger experience, the South enjoys the insuperable advantage of having the staple It uses for manufacturing purposes right at the factory door. It was said years ago that whenever the South would build cotton factories near the cotton fields New England's occupation in this respect would be gone, for not only would there be the item of saving in transportation, but labor can be had in the South more cheaply than in the North and strikes are unknown there. These two points are important factors in the industrial progress of the South, and they and Dixon's line. For it must not be forgotten that many of the industrial enter-

Northern capital, which was not slow to discern the wide field for profitable acti-

Bant with superb possibilities. CUBA, JOHN BULL, UNCLE SAM. While Cuba is struggling to free herself from the Spanish yoke; while Spain is making extraordinary exertions in supplying men and money to crush the insurrection, and while public opinion in the United States is rapidly crystallizing to the point where it will demand that Congress shall immediately recognize the Cuban republic as a de facto government, Eng land is casting sheep's eyes at the island the question of British interference in settling the future proprietorship of the coun-It would be strange indeed if Eng-John Bull is the boss land-grabber of the globe, and his "interests" are sufficiently

freeing herself from Spanish rule, it is not It was manimously decided that the members of the association would attend the Democratic rally at Laurel, Md., on October 31 in a body.

The following resolution, offered by Mr. J. A. Settle, was adopted:

"Resolved, That the Virginia Democratic Association of the District of Columbia most heartily indorse the Democratic State ticket of the State of Maryland, and also the efforts of Hon. A. P. Gorman to keep the State in the ranks of Democracy." contingency with great gusto.

There are others, however, who do not



Continued from First Page. committee was requested to determine whether such lights could be furnished at a cheaper cost than at present. It con-tained further a vast amount of informa-tion as to the cost and price of gas and

electric lights in other cities and whatever facts could be obtained from the companies of this city and Georgetown.

Mr. Raiston stated that he had not been able to get a majority of the committee together, nor had any of them signed the together, nor had any of them signed the report. He had written to them to sign it, but they had not responded. The members of the committee are Maj. Haines, John Spier, Mr. Carver, Mr. Hazelten, Mr. Sands and Mr. Heaston.

Only three of the committee had ever been present at a called meeting. Mr. Raiston's report covered the ground committee.

REMPDIAL SUGGESTION.

He suggested that the grade crossings could be abolished by a candid and open could be about the country of the country

light Company maintained its high price, and H and I, Seventh street, New York and showed that they were fallacies and avenue and Boundary.

B. & O. Grade Crossing Delaware Avenue and H Street Northeast.

competent and efficient officers, clerks and employes.

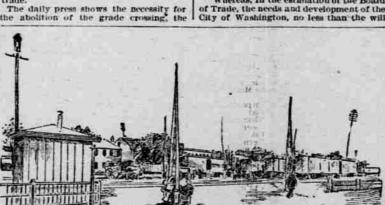
The subject of grade crossings and railway portation in the city.

Introduction to the board.

He spoke only in general term of the occupation of the streets by the railways and the appailing loss of life at grade crossings.

He left the subject open for discussion, pending action to be taken by the board.

Whereas, In the estimation of the Board



reports of casualities being arguments that

due to grade crossings.

The B. and P. was responsible for sixty-

due to opposition by the B. and O., which had a hill introduced, the effect of which was delay and defeat.

He showed that the B. and O. intersects twenty-five streets and the B. and P. twenty seven. It is argued that they have

Formerly Carhart & Leidy's.

"THE 20TH CENTURY GIRL.

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NEW NATIONAL THEATER.

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